

# BUS & COACH BUYER

**8 FEBRUARY 1991 | ISSUE 91**

**CIRCULATION OF 5,800 EVERY WEEK! CIRCULATION OF 5,800 EVERY WEEK! CIRCULATION OF 5,800 EVERY WEEK!**

# FIFE SCOTTISH FOR SALE

Originally expected to be one of the first Scottish Bus Group subsidiaries offered for sale, Fife Scottish Omnibuses Ltd has finally been offered for sale as part of the privatisation of the Scottish Bus Group. It is the penultimate company to be advertised, only Highland has yet to be put up for sale.

Managing director Derek Stuart is to lead a management and employee buyout bid. Former finance director Ron McQueen left the company late in 1990 when former Highland Scottish managing director Jim Moffat joined the company as finance director and deputy managing director.

Fife has been experiencing considerable competition from independent operators. Rennies challenged much of Fife's network in Dunfermline and Moffat and Williamson did

so in Kirkaldy and Glenrothes. The level of competition experienced led to Fife gaining permission to buy 20 new MCW Metroriders in 1988 and four Reeve Burgess Renaults in 1989, some of very few SBG deliveries in the last three years. The total fleet is now around 300 vehicles operating from depots at Aberhill, Cowdenbeath, Dunfermline, Glenrothes, Kirkaldy, Newburgh and St. Andrews.

In 1989 the company made a profit of £800,000 on a turnover of £14.9 million and carried an estimated 34 million passengers. It employs 846 staff.

Among the other SBG subsidiaries on offer a sale announcement for Kelvin central is thought to be imminent and final bids for Bluebird Northern were due in by 31 January.



**Most of Fife's double deckers are Alexander bodied Volvos.**

# **Scotts of Bellshill call in receivers**

Scotts of Bellshill, the East Kilbride coachbuilding firm, were placed in receivership on 28 January 1991. The company will continue to operate under the management of appointed receivers RW Wilson & DC Griffith of Touche Ross until it can be ascertained whether Scotts can be sold as a going concern, or sales and dispersal of assets are necessary before passing the company into liquidation. It is hoped that all the vehicles currently in production will be completed and delivered to customers.

Scotts were originally formed over 100 years ago and became subject to a management buyout in 1986.



**One of Scotts conversions seen at the 1990 Blackpool Rally.**

This led to a change of premises and the decision to begin producing minibuses was taken. Problems began to occur for the company when financial projections were upset by the falling demand in the marketplace and increasing interest rates.

<b>Year</b>	<b>Model</b>	<b>Seats</b>	<b>Price</b>
<b>1988</b>	Leyland Tiger 290 Junc. P50, TV/Video, WC, Air Con.	48	<b>£85,000</b>
<b>1988</b>	DAF 2300/Duple 340, TV/Video, WC, Radio/PA	53	<b>£65,000</b>
<b>1987</b>	Mercedes/Plaxton 3500, TV/Video, dem. WC	55	<b>£76,000</b>
<b>1987</b>	DAF/Caetano 11.6, Radio/PA	53	<b>£73,000</b>
<b>1985</b>	Neoplan Skyliner, TV/Video, WVC, Kitchen	77	<b>£73,000</b>
<b>1983</b>	Bristol LHS/Plaxton 3200, Radio/PA	33	<b>£21,000</b>
<b>1983</b>	DAF/Plaxton 3500, Radio/PA, Side Lockers	51	<b>£42,000</b>
<b>1982</b>	DAF MB 200 DKT/L/junc. WC, TV/Video, Radio/PA	53	<b>£39,000</b>
<b>1982</b>	MAN SR 280, WVC, Kitchen, Radio/PA	48	<b>£35,000</b>
<b>1980</b>	Leyland Leopard/Duple Dom II, Radio/PA, new COF	51	<b>£13,000</b>
<b>1978</b>	AEC/Plaxton, Radio/PA	53	<b>£ 9,000</b>

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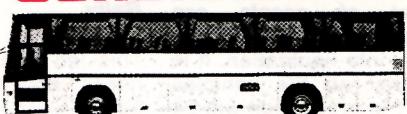
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# News

## MMC disappoint Caldaire

The Monopolies and Mergers Commission's conclusion that Caldaire Holdings Ltd's acquisition of Bluebird Securities Ltd may be expected to work against the public interest, has come as a disappointment to Caldaire chairman, Ken Hodgson. The Bluebird operation included Trimdon Motor Services and Teesside Motor Services based at Trimdon Grange and Stockton respectively.

'In arriving at their conclusion the MMC has clearly ignored much of the evidence which proved that far from being against the public interest, the acquisition provided some very definite benefits to the public. Independent market research showed that only 6% of all people interviewed on Teesside, thought that the take-over had been to their disadvantage,' said Ken Hodgson.

B&CB understands that the MMC's objections centre on the lack of competition that now exists in the relatively sparsely populated Trimdon area. Since the acquisition the former Trimdon operation has been fully integrated within

United Automobile and all staff, contracts and vehicles transferred to its Peterlee, Durham and Bishop Auckland depots. The MMC wants Trimdon to divest itself of some routes in the area to a competing operator.

The Teesside Motors Services operation, which runs 90 of the 120 buses taken over, is not thought to have concerned the MMC because of the very high level of competition that continues to exist in the area. Since acquired by Caldaire it has instigated a code of conduct to which most operators in the area now adhere, and seen the first time MoT pass rate of vehicles rise from 50% to 90%.

In a statement Ken Hodgson also pointed to Caldaire's heavy investment in new vehicles and claimed that a similar policy was envisaged for the fleets acquired from Bluebird Securities. The Caldaire chairman will be watching for the decision, expected soon, on the remarkably similar South Yorkshire Transport case covering its acquisition of SUT. He and his legal advisers may yet decide to seek a judicial appeal.

## Impressive start

Mercedes Benz Finance Ltd has made an impressive start in Britain attracting £135 million worth of business in its initial three month setting up period. It was established to provide wide ranging financial support services for the 160 strong UK dealer network. The finance services are available on all MB products including panel vans and chassis cabs or the 0303 coach chassis.

## Repeat order

Bournemouth Yellow Buses have placed a repeat order for seven new Dennis Dominator double deckers. This follows the successful operation of the first acquisitions which entered service with the company last year. The new buses will be powered by Gardner engines and have Voith transmissions. Bodywork will be completed by East Lancs Coachbuilders of Blackburn.

## Reading appts

Two new directors have been appointed by Reading Transport. Colin Thompson becomes traffic operations director following a 20 year career in the industry. He started at Newport Borough Transport and later became traffic superintendent at Darlington, deputy general manager at KHCT, head of Newport Transport and general manager of Yorkshire Rider's Leeds operation.

James Carney assumes the post of financial director after a career with Gestetner, where he was financial controller.

## Hilary joins Luton's Goldline

Reading Transport has appointed Hilary Dellar-Lane as coaching officer to its coaching and holiday division, Goldline.

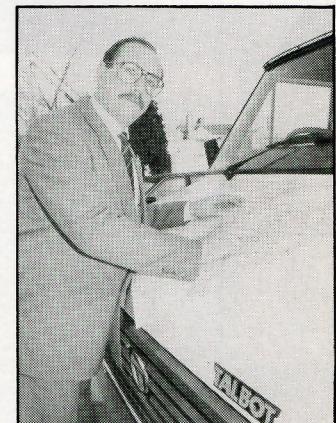
Hilary was with the London Country (NW) Greenline ope-

## Romanian relief trip

Ron Richardson, proprietor of Bolden Minicoaches, Tyne and Wear, is planning a trip to Romania, where much voluntary assistance is still needed. The trip is planned for 16 March and he already has offers of help from a surveyor, joiner, Venture Scout, and nurse to accompany him on the journey. Ideally he would also like to hear from a traffic policeman to share some of the several hundred miles of driving.

The aim of the mission is to prepare a report for the South Shields district before targeting a fund raising campaign. The report will determine where aid can best be directed without any of the funds or supplies being misdirected or used on the black market.

Ron has chosen a Talbot Express Turbo for the trip because he feels it provides exceptional fuel economy with ample power, even when fully laden and spares backup abroad will present little problem. Any assistance in



**Ron Richardson studying a possible route to Romania where his team will assess the best use of charity funds.**

financing or additional support would be appreciated and he is keen to locate an operator, close to Dover, who would donate a free tank of fuel before the departure by ferry. Ron can be contacted on 091-536-5656 or his mobile telephone 0860-494-275.

## Green Routes

A study into providing 'Green Routes' for areas of South and West London is to be undertaken by the Metropolitan Transport Research Unit and a support group assembled from South and West London boroughs. It will be funded by London Transport and the London Planning Advisory Committee.

The study's aim is to prepare a report on introducing bus lanes and other priority measures over a network of routes throughout the two areas. These will complement the DTp's proposed 'Red Routes', enforcing a more efficient traffic flow over whole routes, rather than trying to deal with individual junctions or separate trouble spots.

## Ratcliff 1991

### Mobility Awards

The 1991 Ratcliff Mobility Awards have been launched and the company wish to receive nominations for consideration by 30 April. This year's top award carries a silver medal, certificate and cheque for £1000. Second place will receive a certificate and a £500 cheque.

The awards will be made to individuals, groups or organisations who, in the opinion of the judges, have made significant contributions to any of the following: a new or improved piece of equipment to assist the mobility of disabled people; a new or improved service for people with mobility handicaps; a major commitment to increasing public awareness of the need for total mobility and accessibility for disabled people. Further information and nomination forms can be obtained from Doreen Shotton, Ratcliff Tail Lifts Ltd, Bessemer Road, Welwyn Garden City, Herts, AL7 1ET. Telephone 0707-325571.

ration and has worked her way up from being a bus driver through various levels of management. Goldline is aiming for a 60% expansion during 1991.

# Vehicle Launch



# POINTER

## A stylish aluminium bus body from Reeve Burgess on the Dennis Dart Chassis

'Another dog from Reeve Burgess', it's the sort of headline few journalists can resist. Close on the heels of the Beagle and the Harrier, a hunting dog not a bird, Reeve Burgess have introduced the Pointer. Managing director David Quainton prefers to say that his product range is named after 'hairy quadrupeds,' which neatly brings in that great Reeve Burgess success story, the Beaver. Yes they all have tails but before this tale goes completely off course it is worth pointing out that their latest offering is a dog in name only.

Available exclusively on the increasingly popular Dennis Dart chassis, the Pointer is the first Reeve Burgess product to be framed in aluminium rather than steel. David Quainton said, 'We still believe a steel frame is right for smaller buses, but for a long life vehicle of this size we studied the options carefully and concluded that aluminium offered clear benefits in weight saving and long-term durability.' When Trinity sold the Duple body design for the Dart the



**David Quainton explaining how fiendishly clever the design of the aluminium structure is. Some of the technicalities baffled me but the gist is that it will last a long time and, should any of it be damaged, it can be easily replaced.**

Reeve Burgess management thought seriously about buying it but eventually decided not to because it considered the Cromweld steel framing to be a technological blind alley.

In appearance it is arguably the most modern looking of the growing number of body-builders products offered on the Dart chassis. Making the most of the restricted space available on a small chassis leaves precious little room for design features once essentials like wide door apertures have been incorporated, but Alan Ponsford, the Pointer's designer, has made a very neat job of both the front and rear of the bus. GRP mouldings in three parts form the bumper sections, and the air intake necessary for the Dart's rear engine is disguised within a black moulding beneath the rear window. Alan Ponsford's company, Capoco Design, was involved with the design of the Dart chassis and the Duple 425 integral. Employed by Plaxton to work on the aluminium system for its new bus, Reeve Bur-

# Vehicle Launch

gess gave him the brief for both the styling and structure of the Pointer.

Coupled with the aluminium frame which is designed for a 12 year life, the body incorporates a variety of features intended to ensure the vehicle spends the maximum time on the road, earning, throughout its operational career. The windows are gasket glazed rather than bonded and are consequently quicker and easier to replace. The front screen is a split double curvature design. The roof is a single piece of aluminium which is bonded and riveted to the frame and the side panels, which are butt jointed and bonded to the structure, are made of the same material. The extensive use of aluminium and GRP overcomes the corrosion problems that can occur with steel. Where the aluminium body interfaces with the steel chassis the vehicle is treated with dielectric paint. The steel has two coats of Mebon protection.

## Computer aided design

Last month B&CB reported on the new single deck city bus which Plaxton are developing. The same high technology computer aided design systems used to develop that have been employed on the Pointer. Finite element analysis has enabled its designers to pinpoint any structural weakspots before any metal has been cut. Five of the eight extrusions used on the



**Is this the highest seat back in the business?**

**London Buses subsidiaries have already ordered 52 Pointers in 8.5 metre form, 33 of which will be built by Plaxton at Scarborough.**



**The Pointer incorporates a 1280mm wide door aperture.**

full sized Plaxton bus are also incorporated in the Pointer, together with all of the joints.

With the increasing importance placed on DiPTAC recommendations it would be surprising if the Pointer was not well equipped in this respect. On the nine metre example we were shown there were plenty of bright green handrails, the step edgings were marked with yellow and black sharks tooth designs and there was a bus stopping sign. A choice of conventional or split step arrangements are available. The split step version has three shallow (295mm) steps and a ground to first step height of only 240mm. The door aperture is 1280mm, giving 1060mm between the door handles when the twin glider doors are open. The large destination display is situated above the



**The interior is attractive with extensive use made of soft trim and Tarabus flooring. The stanchions locate in tracking in the ceiling.**

main screen and separate from it, tilted forward slightly for ease of reading.

Reeve Burgess are to build the design on all three Dart

length variants. On the 8.5 metre the maximum seating capacity will be 35 plus 13 standees, on the 9.0 metre, 38+15 and on the 9.8 metre,



# Vehicle Launch

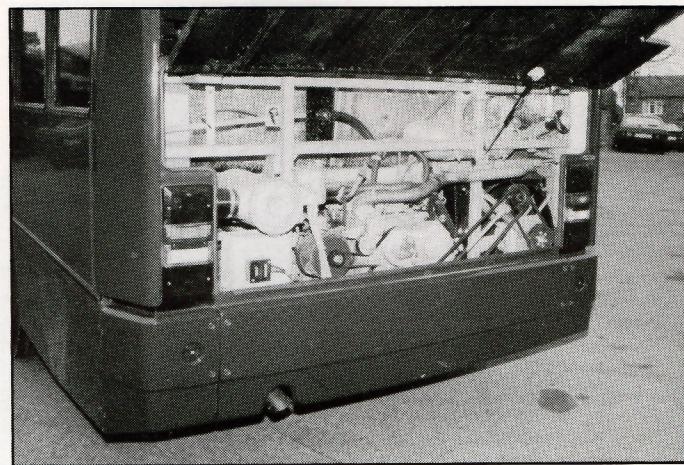


**The lower side panels can be removed quickly and easily.**

43+17.  
The first 9.0 metre vehicle has already been purchased by Southampton Citybus. London Buses has placed the first major order for the 8.5 metre Pointer taking no less than 52 for services in the Wandsworth area. South London is to take 12, London General 21 and London United 19. All are due for delivery in April and May. As the order is larger than Reeve Burgess could cope with in the timescale, the jigs and fittings are to be duplicated and 33 of the buses will be built at Plaxton's Scarborough plant. Regardless of where the buses are built they will be badged and marketed as Reeve Burgess products, and sold by the Pilsley based sales team. The London United order for 19 is to be built in Derbyshire, work on the first vehicles having already begun.



**Southampton Citybus has purchased the first nine metre Pointer and will be running it alongside examples built by Carlyle and Wadham Stringer.**



**The Dart has a rear mounted Cummins 6BT engine.**

dy begun.

David Quainton explained that the Plaxton link gives his company an advantage over other small vehicle manufacturers for whom a large order can blot out production for long periods. The ability to call on Scarborough's capacity enables Reeve Burgess to look after all of its existing customers and retain a wide customer and market base.

Prices for the Pointer range are competitive with other manufacturer's products. The 8.5 metre costs from £55,500, the 9.0 Metre from £55,700 and the 9.8 metre from £57,500.

At a time when many small vehicle manufacturers are wondering where the next order is coming from Reeve Burgess is increasing its market share by continuing to win large orders. David Quainton commented, 'Part of the secret of our success has been identifying market segments and serving them with a broad product range. Our range starts with van conversions and then increases in size through three established coachbuilt bodies, the Beaver, the Beagle and the Harrier. It now finishes with the Pointer, the biggest bus we will build.'

**Stuart Jones**



**Pointer's distinctive emblem.**

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# Operator Focus

# Abbey

## Diversity in Sheffield

Hackney and private hire taxis are regarded as competition by many coach operators but Norman and Anne Hattersley find dovetailing the running of taxis and coaches provides benefits for both. Trading under the Abbey name, they combine the operation of full sized coaches, mini coaches, midi coaches, private hire taxis, Hackney carriages, a parcel delivery service and a garage from their premises on one of Sheffield's steepest hills.

After training as a mechanic with Curtis Coaches and seeing how cut throat the coach business was in South Yorkshire, Norman vowed never to operate coaches. When he left the army in 1953 he bought a Hackney plated Austin 16 and set up in the taxi business. The heater was so ineffective that he was constantly hoping for a job to the top of the hilly City Road so the engine would get warm.

A move to using radios before the opposition did likewise helped with the growth of the business. Using the radios led to Abbey's expulsion from the local taxi association, even though they had been helping the other taxi firms by passing on messages. Some time later Norman started another taxi association which ran very smoothly for a while. The expansion of the number of vehicles operated led him to employ part time drivers which, in turn, led to his expulsion from that organisation. Most taxi operators operate either Hackney cabs or private hire cars, in successfully running both Abbey are comparatively unusual. The business became a limited company in July 1971.

Today there are eight Abbey private hire cars and one Austin FX4 Hackney. In addition



**Abbey's first coach was this Berkhof Everest bodied Leyland Tiger which has air conditioning**

the company rents radios to around 80 Hackney and private hire vehicles. The solitary FX4 is one of a large number operated for a brief period by Lincoln City Transport. It is painted white which distinguishes it from Hackneys without wheelchair facilities and also enables it to be used on the wedding jobs for which it is sometimes requested. In common with many taxi operators Abbey recognised the possibilities for running a parcel delivery operation alongside the taxis. Now nine vans are operated as part of the City Link network. The offices are manned 24 hours a day because of the taxi business. In total there are 20 office staff of which

three concentrate mainly on the coaching side, though there is considerable overlap in the duties of a number of other staff.

The mini/midibus fleet currently stands at six, consisting of three Mercedes 307Ds, an eight seat VW Transporter and two Mercedes 608Ds, one with 21 and the other with 25 seats. Though most of the small vehicles are Mercedes this is likely to change in future, as has already started to happen with the van fleet. 'We've always had Mercedes but Mercedes parts prices and terms have led us to change to Ford. Our next minibus will be a Transit,' Norman said.

Despite long standing misgivings about full sized

coaches, Abbey acquired its first full sized coach in March 1989, a Berkhof Everest bodied Leyland Tiger. Purchased from Stuart Johnson it had previously been with London Country and had reclining seats, a toilet and Sutrik air conditioning. Stuart Johnson had two at the time and Norman wishes he could have afforded to buy both, the one has been such a good vehicle. The move into coaches was prompted by two things. Mini and midi coaches had been operated for some time, many of them on contracts for Sheffield Council. Norman sensed that he would lose work as the council got more involved in operating its own schools and handicapped transport requirements. Full sized coaches were a way of replacing business. With the existing fleet of small vehicles and taxis Abbey was already receiving requests for bigger vehicles.

The move has been successful and the five large vehicles are now owned. There is no particular vehicle policy for new fleet additions, some have been bought at very short notice. Norman has found the Leyland Leopard to be, 'a good solid plodder' and he now has three. Two have Plaxton Viewmaster bodies and the third is a Duple Dominant. The newest member of the fleet is a DAF MB with Plaxton Paramount 3500 coachwork. Bought second-hand from Stuart Johnson last September, it has 53 recliners and a toilet and has been down seated to 49 and toilet to make it more comfortable.

The majority of the work undertaken is for tour operators although there are a number of works contracts too. Although not under contract to them, the company does quite a lot of work for National Ex-



**The premises in Sheffield which were built in the early 1970s.**

# Operator Focus



**Leyland Leopards with Plaxton Viewmaster body-work have proved robust and reliable.**

press. Though National Express had the Rotherham Travel Services operation based at the Carlton premises at Hellaby, it took vehicles a long time to get from Hellaby to Sheffield's Pond street coach station. RTS has now been disbanded and Abbey is in a good position, five minutes from Pond Street, to handle whatever comes up. The 24 hour call out facility is another advantage, all managers have bleeps so if a coach is required at short notice it can be provided. As there is no contract between the two companies Abbey can refuse to turn out if other work prevents it. Sometimes loads are small enough to enable the use of a taxi, cars have been to Torquay and Glasgow on occasions. A lot of feeder work is done for tour companies, though most of this involves the smaller vehicles.

An example of how the different facets of the Abbey operation benefit each other can be seen in the fact that each of the coaches is equipped with a taxi radio. When the driver is on the outskirts of Sheffield on the return journey he asks passengers whether they need taxis and can arrange to have them meet the coach. Not only does it generate business, it provides an additional service to the customers. The tiger is also fitted with a telephone which is available for customer use and a portable phone can be used with any of the rest of the fleet.

Another example of the flexibility possible through the inter-relationship of the businesses comes in the way staff can be re-deployed. On the evening previous to my visit a coach had been scheduled to take supporters to a football match in Coventry, but the game had been called off in

the afternoon. The driver allocated the job finished up driving a Mercedes 250D to a Manchester hospital with an urgent blood sample. In the early 1970s, when the garage premises were built, Atcost put up the building frame and roof and the staff and taxi drivers did the rest of the building work. They wouldn't be able to do it now because of the Health and Safety laws but it shows how the workforce of the company has always been very flexible.

After two years in full sized coaching Norman has no regrets about entering the field. Things were not easy at first but after about a year things started to change for the better. 'It's not as cut throat as it was, we don't lose people like we did, once we get people they tend to come back now,' said Norman, 'it was going quite well up to this latest recession. I won't say it's gone flat, but it has pulled back.' Fortunately a drop off in trade on the coaching front is less difficult for Abbey than it is for many operators because as Norman points out, 'We've got so many businesses in one that if one goes slow the others pick up. The taxis are a good back-up.'

The war against Saddam Hussain had begun on the night before my visit to Sheffield and was in everyone's thoughts. 'Obviously I've got to think about it, we've made sure we've got a good stock of diesel. My thoughts are that if a lot of folks are over there, then their families might not travel this year. Let's hope they get it over and done with quickly,' said Norman. 'We put a surcharge on when diesel first went up. It came down a



**One of two Mercedes 608Ds with one of a pair of Leopard Viewmasters.**

bit but it will go up again now. Customers appreciate the situation, nobody has complained about it though a few have asked.'

Norman would like to see more co-operation between coach firms in the same way that he finds the confederation of taxi firms works quite well. Specifically excluding National Express with whom he has a good relationship, he says, 'We have had problems getting paid by certain coach firms, it's a pity coach and tour operators don't pay quicker.' Of late he has found that people owe more, longer, especially on the parcels side, though he does keep his finger very firmly on the problem. Abbey are not members of BCC though they are in the Freight Transport Association. Abbey does not have a set pricing structure, if someone rings up and asks for a vehicle he looks at it on a day to day basis.

Norman did not find the additional maintenance requirements of full sized vehicles presented many problems. He said, 'We didn't have to change much when we started running coaches because we had the feel of the maintenance requirements from running PSV minibuses. We had to arrange for the use of bigger premises and we took on an extra coach mechanic.' As a trained mechanic himself Norman does muck in when he has to. If necessary he has been known to drive a feeder service to make sure a driver does not go over his hours.

Asked whether taxis or coaches are the easiest to run, Norman had little hesitation in saying the taxis, 'because so many are owner drivers and you don't have the tachographs.' He added, 'I wish they'd invent small tachos for cars so we could see more accurately what they do, how long they lay over, for instance.'

Norman and Anne are proud of the service they provide. Norman said, 'The minibuses came out of the taxis and the coaches came out of the minibuses. It's great that people can ring one firm and get whatever type of transport they want.'

'I set my stall out to have everything paid for and no commitments when I'm 65, in case I want to retire. I don't suppose I will ever retire to my flat in Tenerife (available for rent - contact Norman for details). We know that with the work we've got booked for this year, if it materialises, the future's rosy. If the recession stays longer than we think, it will be more of a struggle.'



**The newest coach in the current fleet is this DAF MB Plaxton Paramount 3500 which was purchased from Stuart Johnson.**

# Products & Services

## Gardner open training centre

Gardner have opened a new training centre at their Eccles, Manchester plant. It will offer specialist engine courses, held over three days, for bus operators. The full LX range of PSV engines is covered as well as the new generation LG1200. Gardner instructors will provide courses on service, maintenance and diagnostics. At the end of the course, participants will be presented with manuals and charts referring to the topics covered. Places can be booked by contacting Kim Davenport on 061-789-2201, extension 301.

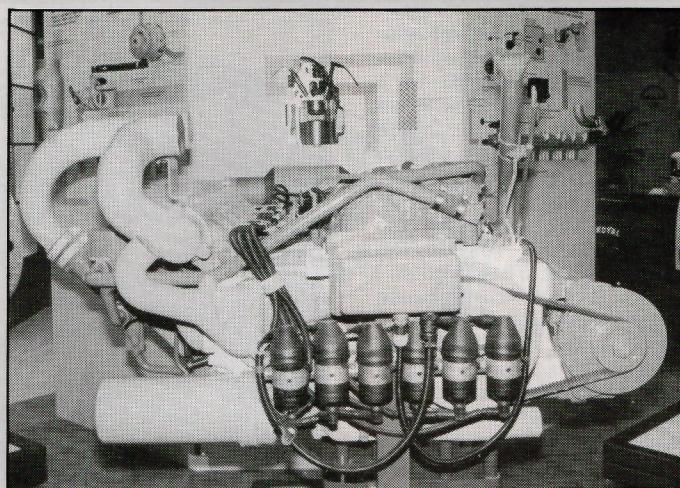
## Three-pronged attack on stains

The Wiseman Group have developed three new products for the removal of graffiti from various surfaces. They are designed to act upon the surface to be cleaned rather than the chemical properties of the stain defacing it. The range is called 'Gerroff' and is available in 500ml spray bottles from builders and plumbers merchants or in larger five litre packs.

Gerroff is claimed to remove aerosol spray paint, gloss paint, felt pen, ink and lipstick. Gerroff Red is for use on brick, concrete and metal surfaces. Gerroff Blue is for use on plastic surfaces and is said not to leave cracking or crazing and Gerroff Green is claimed to remove aerosol paint from painted surfaces. Full details of the products can be obtained from The Wiseman Group, Manufacturing Chemists, PO Box 58, High Street, Ingatstone, Essex, CM4 9DL. Telephone 0277-353330/354554.

## Eberspacher 'Hot Lines'

Eberspacher have taken on the sole European distribution rights for Raychem's Thermoline range. Operators wishing to fit the heated fuel lines will be able to take advantage of Eberspacher's 65 strong dealer network which will be able to supply or fit the lines on a local basis.



**The MAN M 2566 methanol powered engine displayed at the Brussels Show.**

## Alternate fuel MAN engines

Munich manufacturers MAN displayed two of their engines, developed for use with alternative fuels, at the Brussels Show in January. The M 2566 runs on methanol and is a six cylinder unit producing 198 Kw at 2200 rpm

giving a torque figure of 1050 Nm at 1400 rpm. Additionally, the G 2866 DUM, also a six cylinder unit, is powered by propane and produces 177 KW at 2200 rpm giving 860 Nm at 1000 rpm.

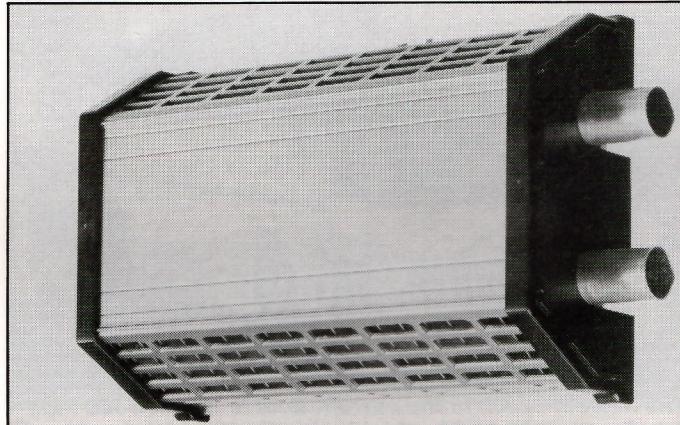
## More efficient heating system

AVP Purmo have launched their latest saloon heating system, the P90, which is a twin pipe convection heater, boasting some impressive output figures. Independent DIN tests are said to give an output of 1.735 Kw per metre length, over twice the output from any convection system previously tested under the same conditions.

The P90 offers easier installation than previous models due to newly designed moulded clips and gives a neater finished appearance offering a uniform surface along saloon sides. The cover keeps down surface temperature so as not to cause

unpleasant surprises for passengers and it is strong enough to prevent the pulling back of any sharp edges which could cause harm.

Discarded rubbish rolls off the sloped casing and any paper or cigarette ends that get forced into the vents can be removed easily with a hose or an air line. Hard aluminium fins, resistant to bending, ensure that there is no distortion whilst the cleaning process is in operation. The underside is also sloped for easy cleaning. The P90 has already been incorporated as standard fit equipment on Leyland Lynx IIs and Plaxton's new City Bus.



**AVP Purmo's latest convection system, the P90.**

## Single name

Lucas are currently preparing to drop all subsidiary brand names and leave just one 'superbrand' for all their products. Familiar names like CAV and Girling will disappear gradually from the marketplace and by September 1992 only the Lucas name will appear.

A new appointment to head up the sales and marketing of Lucas products has also been announced. Peter Kenny-Smith becomes marketing manager, parts and service, moving from the braking parts and service division where he was also marketing manager.

## Transport forum

Fuel supply specialists FP & T Installations, are to host a forum dealing with the integration of information technology. Also supported by BP Card Services and Road Tech Computer Systems, the event will be held at the Hilton National Hotel, Warwick on February 19-20. Experts will be on hand to discuss fuel dispensing management, traffic office management, accounting and any other topical issues. Operators will also be given demonstrations of advanced hardware and software. For an information pack contact Kath on 0254-871791.

## Roadshow returns

The Transport Roadshow is once again planning a series of small exhibitions for the year, starting with an event at the National Motorcycle Museum, Solihull on 6 February. Admission to the roadshow is free with reduced admission charges for the museum available for anyone wishing to view the permanent displays. Companies offering their expertise will be Triscan — fuel management specialists, Protech — office management systems, Weighwrite — axle weighbridges, Perthcrest Tranman — fleet management, Allied Tanks — manufacturers and installers, County Pumps — dispensing pump services, BP Agency Cards — cash free refuelling and Central Tyres. Further information is available from Christine on 0254-682111.

# Fleet Additions

## Prototype DAF

Eavesway of Ashton in Makerfield are taking delivery of a prototype DAF SB3000 DKX which is the first vehicle of its type in the UK. Hughes DAF are supplying the new coach which will carry Van Hool Alizée bodywork and features the new ZF Easyshift transmission system. The silver, blue and green coach will be built to full executive standard similar to the two previous models obtained from the Cleckheaton dealers, one of which is used for transporting the Everton football team.



Southend Transport have bought four new Leyland Olympian double deckers. Two are 78 seaters with luggage pens, full DiPTAC specification and heated windscreens. The other pair are fitted with 72 Algarve coach seats, full DiPTAC specification, heated windscreens and Hanover side and rear destination displays.



## Pennine Blue's Algarve

Manchester operator Pennine Blue have taken delivery of this 12 metre Dennis Javelin fitted with a 3.35 Algarve high floor body. The coach is fitted with 53 reclining seats, courier seat, power plug door, continental door, tinted windows, full draw curtains, radio/PA/cassette system, full soft trim and centre gangway carpet. Salvador Caetano UK supplied the vehicle in three shades of blue on a metallic blue base.

## BUS SHOP — BUS SHOP — BUS SHOP

### BUS SHOP

VAN HOOL ASTROMEGA  
1983 Full Spec, 77 seats,  
16 high back seats, carpet to roof,  
radio/cassette, power door, white, new  
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£11,000

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### MERCEDES 609D REEVE BURGESS

20 seat coach, 1988 E Reg, all  
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£13,950 + VAT

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Oct 1988 (F) TRANSIT 190D

### BUS SHOP

X REG LEYLAND LEOPARD  
DUPLE DOMINANT IV  
680 S/A. Bristol dome, power  
door, 53 retrimmied seats, new  
centre gangway rubber. 12  
metres long, tax and MoT. Body  
all white, tinted windows

£14,750

Oares of Hollywell  
(0352) 713339  
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### BUS SHOP

1978 BEDFORD PJK  
PLAXTON SUPREME

29 seater, above average condition,  
well maintained, engine just overhauled, MoT Sept 1991.

Tel:

Street's Coachways  
(0271) 74057  
91/8746/BS

### BUS SHOP



Salvador Caetano UK have supplied this Algarve 3.35 metre coach to J.R. Dent of Market Rasen. It is mounted on a 12 metre Dennis Javelin chassis featuring a 240 bhp Cummins engine, six speed ZF gearbox and full air suspension. The specification includes 49 reclining seats, courier seat, rear mounted fresh water flush toilet, hot water boiler, fridge, two-monitor video installation, power plug door, tinted glazing, full draw curtains, continental exit, radio/PA/cassette system and full soft trim. The livery is white with yellow and red reliefs.

# Fleet Additions



ABC Travel have purchased a new Optare MetroRider for their tendered service running from central Liverpool to the Brunswick Business Centre. The new generation MetroRider is a long wheelbase version fitted with 33 moquette trimmed seats and has provision for 16 standee passengers. The saloon interior is soft trimmed in two tone needle cord and has tinted windows.

Davenport on 061-789-2201, extension 301.

## Three-pronged attack on stains

The Wiseman Group have developed three new products for the removal of graffiti from various surfaces. They are designed to act upon the surface to be cleaned rather than the chemical properties of the stain defacing it. The range is called 'Gerroff' and is available in 500ml spray bottles from builders and plumbers merchants or in larger five litre packs.

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## Alternate fuel

Munich manufacturers MAN displayed two of their engines, developed for use with alternative fuels, at the Brussels Show in January. The M 2566 runs on methanol and is a six cylinder unit producing 198 Kw at 2200 rpm

## More efficient

AVP Purmo have launched their latest saloon heating system, the P90, which is a twin pipe convection heater, boasting some impressive output figures. Independent DIN tests are said to give an output of 1.735 Kw per metre length, over twice the output from any convection system previously tested under the same conditions.

The P90 offers easier installation than previous models due to newly designed moulded clips and gives a neater finished appearance offering a uniform surface along saloon sides. The cover



Stevensons of Uttoxeter have increased their fleet to service new route requirements. Five new Mercedes minibuses, bodied by Robert Wright, have been purchased. Two are 811Ds with 29 seats and the other three are 814Ds with 33 seats. They all have manual gearboxes and are fitted with Purmo heating. The company also purchased a pair of 709Ds early in 1990 that were direct replacements for two Iveco 49.10s, since sold to Midland Fox. The latest quintet all bear Stevenson's yellow and black colour scheme.



Wrigley's Coaches of Irlam, Manchester, have just purchased this MAN 16.290 HOCL Jonckheere Deauville. The specification includes 51 Vogel reclining seats, courier seat, centre sunken toilet, continental exit, driver's sleeping compartment, radio/PA/cassette system, TV/video installation, full soft interior trim including carpets and full draw curtains and a Shades combination fridge and drinks unit. The coach has an attractive white and blue livery and is seen in the photograph with Colin Wrigley accepting delivery from Alan White of Jonckheere UK.



Hennings Executive Travel have confirmed their faith in Toyota Optimos by taking delivery of a new Mk II GL model. It is fitted with 19 seats and has a radio/PA system. West Durham Coach Sales supplied the new coach in white with shades of red relief.



Bristol operator, Blue Iris have recently taken delivery of this Toyota Optimo from Yeates Bus & Coach. It is a 21 seat version and has a radio/PA/cassette system fitted. The livery is pale blue with dark blue skirting.

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1983 Full Spec, 77 seats,  
16 high back seats, carpet to roof,  
radio/cassette, power door, white, new  
clutch, only 64,000 miles, MoT'd  
to Oct '91**

**£11,000**

Tel: (0707) 262126  
(Herts)

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### BUS SHOP

**X REG LEYLAND LEOPARD  
DUPLE DOMINANT IV  
680 S/A. Bristol dome, power  
door, 53 retrimmed seats, new  
centre gangway rubber. 12  
metres long, tax and MoT. Body  
all white, tinted windows**

**£14,750**  
Oares of Hollywell  
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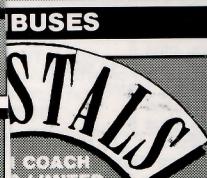
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AVP Purmo have launched  
their latest saloon heating  
system, the P90, which is a  
twin pipe convection heater,  
boasting some impressive  
output figures. Independent  
DIN tests are said to give an  
output of 1.735 Kw per metre  
length, over twice the output  
from any convection system  
previously tested under the  
same conditions.

The P90 offers easier installation  
than previous models due to newly designed  
moulded clips and gives a  
neater finished appearance  
offering a uniform surface



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1985 FORD PLAXTON PARAMOUNT BODY, 35 seats, facilities for TV & Video, outstanding value

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91/7959/V/H

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91/8479/WB

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**£12,500 + VAT**

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**0738 29339**

91/8468/VO

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*Choice of two*

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1976 Bedford YMT Plaxton, new MoT ..... £4,500

1975 Bedford PJK Plaxton Supreme, 29 seater ..... £3,500

1987 E Mercedes 307D, 12 seater, Reeve Burgess, MoT 11/91 £8,800

1988 E Mercedes 307D, 12 seater, Reeve Burgess, MoT 7/91 £10,300

1984 Mercedes 608D, Reeve Burgess, 19 seater ..... £11,000

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1985 DAF DHTD Plaxton, 53 E type seats, latest type front, radio, cassette, PA, curtains, wheel discs, MoT ..... £34,950  
1986 Bedford YMP 'S' Plaxton 35 seater, radio, cassette, PA, 12 months MoT ..... £28,950  
1983 Bova Europa, 53 recliners, courier seat, Webasto, radio, cassette, PA, curtains, wheel discs, MoT May ..... £22,950

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91/8001/UN

1985 MERCEDES 0303. Toilet, TV, video, coffee machine, fridge, bunk, double glazing, and radio cassette, PA, MoT July 91 ..... £56,000 ono

1983 DAF MB200 VAN HOOL ALIZEE H, 52 recliners, toilet, TV, video, radio, PA, cassette, MoT March 91 ..... £32,000 ono  
Part exchange for older Volvo taken on either vehicle

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91/8748/UN

1982 BOVA EUROPA 48/52 R wired for TV, video, toilet ..... £26,000 ono  
1980 VOLVO B58 IRIZAQ 50 recliners, new MoT ..... £22,000 ono

1976 VOLVO B58 Plaxton 57 seats, power door, new MoT ..... £7,500 ono  
P/X Taken

**Tel: 0803 664464**

91/8005/UN

LEYLAND LEOPARD PLAXTON Mk IV, tested 4/91, taxed 30/9/91. 53 seats, S/A, good runner £4,500.  
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1989 (G) LEYLAND SWIFT VANGUARD BUS. Automatic Telma retarder, 39 seats, luggage pen, 16 standees, all white, new MoT.

1988 (E) VOLVO B10M DUPLE 340. 53 seats, rear sunken toilet, rear cont. door, new MoT.

1986 (D) MAN BERKHOF, 49—53 reclining seats, toilet, TV, video, double glazed, bunk, Webasto, new MoT.

1986 DAF MB230 DUPLE 340, 53 reclining seats, toilet, rear continental door, new MoT.

1985 (C) BEDFORD YNT PLAXTON PARAMOUNT, 3200 12 metre, 55 reclining seats, radio, PA, MoT May '91

1984 DAF PP SBR2300 JONCKHEERE, 3 axle, 71 seats, toilet, TV, video, MoT May '91.

1983 (Y) VOLVO B10M DUPLE DOMINANT IV. 12 mtr, 53 seats, radio, PA, new MoT.

1983 LEYLAND TIGER 245 DUPLE LASER, 48 reclining seats, toilet, TV, video, PP, MoT April '91

1983 PP MAN SK280 VAN HOOL ALICRON, 49 reclining seats, toilet, MoT May '91.

1983 (Y) VOLVO B10M VAN HOOL ALIZEE H, 53 reclining seats, courier, rear continental door, new MoT

1983 (Y) LEYLAND TIGER 245 PLAXTON PARAMOUNT 3200. 11 mtr Express, semi auto, 53 seats, radio PA, tinted windows, curtains, new MoT.

1980 (V) LEYLAND LEOPARD PLAXTON SUPREME IV. 11 mtr, 49 seats, ZF manual gearbox, Express doors, choice of 2. Long MoTs.

1978 (S) FORD 360 TURBO ALEXANDER. 53 seats, service buses, choice of 2. Long MoTs.

1977 (R) LEYLAND NATIONAL. 49 seats, 22 standees, choice of 2. Long MoTs.

1975 (N) LEYLAND LEOPARD DOMINANT. Semi auto Paramount front, 53 seats, MoT April 1991.

1973 (L) BEDFORD YRT DOMINANT I, 53 seat coach, MoT October 1991.

91/7617/UN

### 1984 DAF BOVA CALYPSO

53 seats, video, curtains, MoT March '91, excellent condition

### 1983 LEYLAND TIGER PARAMOUNT 3500

Executive, 49 reclining seats, video, toilet, drinks machine, double glazing, MoT June '91, Webasto, air conditioning, recent new clutch

### 1979 BEDFORD PLAXTON SUPREME

29 seater, power door, MoT May '91, retrimmed

### 1979 FORD DUPLE 53 SEATER

Power door, MoT August '91

### 1978 FORD PLAXTON 53 SEATER

Good condition, choice of 4

### 1978 BEDFORD YMT PLAXTON SUPREME

53 seats, power door, MoT May '91

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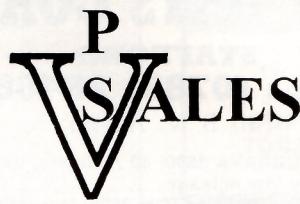
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seater, MoT to June ..... £6,500 ★  
★ 1979 LEOPARD Dominant II, 53 seats ..... POA ★  
★ 1983 B10M Paramount, 35 ★  
exec ..... ★  
★ 2 x 1985 Caetano Algarve ★  
★ DAFs, 51 seater execs ..... ★  
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1987 E VOLVO B10M JONCKHEERE P599, 51 reclining seats, rear sunken toilet, rad, PA, double glazing £65,000

1986 D VOLVO B10M BERKHOF ESPRITE, 49 reclining seats, toilet £52,500

1985 B VOLVO B10M PLAXTON PARAMOUNT 3200, Telma, 53 reclining seats, crew seat, pannier lockers, double glazing, blinds, full air conditioning, radio, PA, cassette. Choice of 3. Immaculate. £52,500

1980 VOLVO B58, manual, 12 metre, Telma Duple Dom II, 57 seater, Autumn tint, side lockers, radio, PA. Choice of 2 £15,000

## SCANIA

1986 C SCANIA K112 JONCKHEERE P599, 51 reclining seats, centre sunken toilet, rad, PA, double glazing £45,000

1985 K112 PLAXTON PARAMOUNT 4000, 72 reclining seats, toilet, servery, rad, PA £57,500

1984 A SCANIA K112 JONCKHEERE P599, 49 reclining seats, centre sunken toilet, rad, PA, double glazing £37,500

## LEYLAND

1984 LEYLAND TIGER 245 MANUAL PLAXTON PARAMOUNT 3500, 49 reclining seats, toilet, air conditioning, TV, drinks £39,000

## DAF

1989 F SB 3000 VAN HOOL ALIZEE H, 49 reclining seats, centre sunken toilet, servery, rad, PA, video £77,500

1988 E SB 3000 VAN HOOL ALIZEE H, 49 reclining seats, centre sunken toilet, servery, rad, PA, video £72,500

1987 E SB 3000 BERKHOF ECLIPSE DOUBLE DECKER, 76 reclining seats, toilet, servery £67,500

1988 E SB2305 CAETANO ALGARVE, 49 reclining seats, centre sunken toilet, radio, PA. Choice of two. Finished white £62,500

1986 C BOVA FUTURA, 49 reclining seats, centre sunken toilet, servery, radio, PA £47,500

1980 DAF SB280 PLAXTON SUPREME EXPRESS, 53 seater, radio + PA £12,500

## LAG

1987 D PANORAMIC INTEGRAL KITCHEN COACH, large central area, servery unit, sink, fridge, 18 reclining Vogel seats with 5 tables and rear lounge area, centre sunken toilet, bunk, air conditioning. Low mileage.

£62,500

1987 E PANORAMIC INTEGRAL 3000, 49 reclining seats, centre sunken toilet, double glazing, bunk, radio, PA £62,500

1986 D PANORAMIC INTEGRAL 3000, 49 reclining seats, centre sunken toilet, double glazing, bunk, radio, PA, TV £57,500

## SETRA

1987 E S215 HD MERCEDES V8 ABS, 49 reclining seats, centre sunken toilet, central lockings, drivers door, radio, PA, TV, Webasto. Finished white £77,500

## BEDFORD

1986 BEDFORD YMP 10 MTR PLAXTON PARAMOUNT 3200, Telma, 38 reclining seats, fully carpeted, rad, PA, d/glazing £34,000

## MINIBUS

1987 D FREIGHT ROVER SHERPA LWB 350 2.5 DIESEL DORMOBILE, 20 + 2 standing, moquette seats, Eberspacher heater, electric entrance doors, TRN destination, choice of several £6,250

MAN 1985 B SMITH, 27 reclining seats, power door, radio, PA £17,500

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91/7872/UN

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1989 VOLVO B10M MK III PLAXTON 3500, low driver, executive, rear toilet and conti door, TV, video, drinks machine, fridge, double glazing, Telma, Webasto and central carpet, only used on our own tour work, immaculate throughout	£87,500
1987 VOLVO B10M PLAXTON 3500, 49,53 seater, toilet, drinks, fridge, etc. MoT Jan 1992, owned from new	£72,500
1986/7 (D) FREIGHT ROVER, 16 seater, service bus, spec, power door. MoT 1992. Choice from	£5,500
1989 CAETANO TOYOTA OPTIMO, 18 seater, all white, power door, as new	£31,950
1988 IVECO, 21 seater, Reeve Burgess, power door, white/red exterior, grey/red interior. MoT July '91	£19,950
1987 MERCEDES, 24 seater, Europa, all white with grey/red trim. MoT December '91	£18,950
1984 MCW METROLINER, 71 seater, toilet, drinks, fridge, etc. MoT June '91	£22,950
1978 (S) LEYLAND LEOPARD PLAXTON, Semi auto, new engine fitted. MoT 1992	£9,950

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1986 16 seat Sherpa, P/door, Eberspacher, long MoT	£4,950
1983 BEDFORD CF, petrol, 12 seats, new MoT	£1,850
1983 TIGER 245 PARAMOUNT 3200, 53 seats express, vgc, new MoT, repainted in 2 pack gloss white	£28,500
1983 TIGER PARAMOUNT EXEC, 46 rec seats, toilet and servery, vgc, long MoT	£26,500
1982 VOLVO B58 DOMINANT IV, 12 mtr, 53 rec. seats	£21,500
1982 BEDFORD YNT DOMINANT IV, MoT June '91, vgc	£13,500
1982 LEOPARD, S/A, ECW, long MoT, nice condition	£10,500
1982 LEYLAND TIGER 245 DOMINANT IV, 53 seats, tinted glass, Eberspacher, long MoT, very good condition	£21,500
1975, 76, 77 LEOPARDS, S/A, Plaxton Supreme, various MoTs, in daily use, from...	£4,500
1979 PLAXTON SUPREME BEDFORD YMT, long MoT	£6,500

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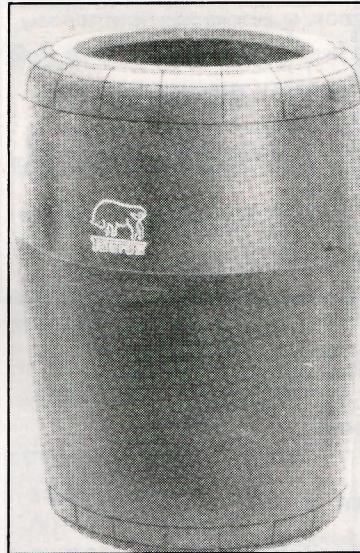
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53 seater, new MoT,  
all white, power  
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High floor body, 53 reclining  
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seats, full air conditioning, radio, PA, tape, 2  
monitor video system, carpets, curtains, tinted  
double glazing, continental door and steps,  
centre sunken toilet, bunk, Webasto, water  
boiler, fridge, Telma, full soft trim, new MoT.

**1986 LAG PANORAMIC INTEGRAL**, 49  
reclining seats, radio, PA, tape, 2 monitor  
video system, carpets, curtains, tinted  
double glazing, Continental door  
and steps, centre sunken toilet, bunk,  
Webasto, water boiler, fridge, Telma,  
full soft trim, new MoT

**1986 SETRA 215HD**. 49 recliners, centre  
sunken toilet, cont steps, powered Cont.  
door, wired for water boiler, video  
equipment, fridge, radio PA & tape,  
carpet to saloon, centre aisle, curtains  
to side windows, finished in white.

**1980 DAF MB200 DTKL PLAXTON  
SUPREME IV**,  
57 reclining seats, radio, PA and tape  
system

**1988 DAF SB2305 DHS CAETANO AL-  
GARVE**. 49/53 seats, demountable toilet,  
2 x TV, video, hot water boiler, courier  
seat, driver's bunk, carpets and curtains

**1984 MERCEDES V8 NEOPLAN CLU-  
BLINER**. 59 seater, radio, PA, tape, 2 TV  
& video, 2 tables, curtains, blinds, tinted  
glass, Webasto, power door, cont door,  
toilet, water heater, courier seat, coffee  
machine, kitchen, side lockers and soft  
trim. New MoT

**1982 NEOPLAN CITYLINER MERCEDES  
V8**, 49 seater, TV & video, coffee ma-  
chine, driver's bunk, centre sunken toi-  
let, curtains, new MoT

**1976 LEYLAND LEOPARD DUPLE  
DOMINANT**,  
53 seats, radio, semi auto, new MoT

**1988 VOLVO B10M CAETANO ALGAR-  
VE**. 49/53 seats, centre toilet, TV &  
video, courier seat, double glazing and  
curtains.

**1984 BOVA EUROPA MARK 3**, 49 rec-  
liners, ZF reconditioned gearbox, new  
clutch, 265 bhp, toilet, TV/video equipment,  
Webasto, Nomad drinks machine,  
carpets, curtains, courier seat, radio/PA  
& tape, and plug door, repainted in  
white.

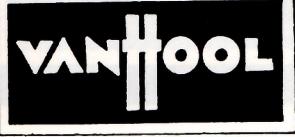
**1982 DAF PLAXTON SUPREME V**,  
47 seater, radio, PA, tape, TV/video,  
tinted glass, power door, toilet, water  
heater, courier seat, coffee machine and  
side lockers

**1986 LAG PANORAMIC INTEGRAL  
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with rear servery, full air conditioning,  
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boiler, fridge, plus usual executive  
features

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